

WILL SOON COST MORE TO TRAVEL

Both Railroad Passenger and Freight Rates Likely to Be Increased 25 Per Cent

RECOMMENDATION MADE

McAdoo's Advisers Urge the Advance to Meet the Higher Cost of Fuel, Wages, Equipment and Operation

Washington, May 15.—Estimates made to-day by railroad administration officials indicate that an increase of at least 25 per cent in freight and passenger rates will be necessary this year to meet the higher costs of fuel, wages, equipment and other operating expenses now set at between \$200,000,000 and \$750,000,000 more than last year.

Recommendation that rates be raised by approximately this percentage has been made to Director General McAdoo by his advisers. He is expected to act within the next six weeks and will increase rates into effect immediately. Shipments will be permitted to proceed to the Interstate Commerce Commission under the railroad act and final decision will be by President Wilson.

Such an increase as is proposed would be the largest in the history of the American railways, as the percentage is larger than any ever wrought by the railways under private management and would apply alike to the entire country. Both class and commodity schedules would be affected.

Rate experts of the Interstate Commerce Commission and the railroad administration now are at work on new schedules. Any increases to be ordered will be arranged in a manner to preserve rate relationship between communities and regions, officials said to-day.

Under private management, interests will be subject to the same degree of rate competition as at present.

Passenger fares would be raised under the plan suggested to about three cents a mile from the existing general rates, a little less than two and one-half cents.

The proposed increases, it is estimated, would yield about \$900,000,000—\$700,000,000 in freight and \$200,000,000 in passenger revenues. This would leave a margin above the estimated increase in operating expenses eventually, but since the new rates would not go into effect until the year is half over, their yield would fall several hundred million dollars short of meeting the anticipated deficit this year.

Railroad administration officials estimate that the roads this year will spend between \$300,000,000 and \$500,000,000 more for wages than last year, between \$120,000,000 and \$150,000,000 more for coal, and between \$180,000,000 and \$250,000,000 more for cars, locomotives, rails, ties, terminal facilities, barges for inland waterways, and other supplies and equipment. These figures may be lowered by later developments, but officials who have studied the situation closely are inclined to believe that they are more likely to prove higher.

The estimate of increased wages is based on the probability that the director-general will approve a general scheme of higher pay for workmen in accordance with the railroad wage commission's recommendations which called for an advance of \$200,000,000 to the \$2,000,000,000 payroll of last year.

Although the question of the exact prices the railroads are to pay for coal under government operation has not been settled, officials in charge of purchases are said to have decided that it will be necessary to pay at least 65 cents more a ton than under contracts now expiring.

Railroads' coal consumption amounts to about 175,000,000 tons a year.

It is contended that to raise passenger rates to 3 cents a mile will reduce travel to any great extent and the director-general is opposed to taking any drastic steps to curtail passenger traffic.

Railroad reports for the first three months this year show that although operating revenues were six per cent greater than last year operating expenses were 25 per cent greater and net revenue from operations was only one-half of last year's.

The director-general has it in his power, acting as representative of the President, to put new rates into effect at any time without consulting the Interstate Commerce Commission, or he may apply to the commission for authority to change schedules if he wishes. His advisers in the railroad administration, however, are insistent that speedy action be taken to furnish railroad new revenues and are considered probable he will adopt the former course.

To ascertain exactly what improvements and extensions railroads are making, the director-general to-day ordered completion of reports on projects are under way or planned and whether adequate funds are available for the work.

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BRITISH BLOCK PORT OF OSTEND

VOTERS' RATIFICATION

Board of Managers of 14 Appointed— to Secure Election Legislators Representatives to Prohibition

Montpelier, May 10.—The committee delegated to endeavor to secure the ratification of the prohibition constitutional amendment met this afternoon and evening here. The name decided upon is the "Voters' Ratification," whose main object will be to secure the election of senators and representatives to endorse the ratification. It was voted the council shall be composed of a board of managers of 14 persons, one from each county. A committee composed of F. L. Brooks of St. Johnsbury, George Russell of Ira-burg, L. P. Wheeler of Windsor and A. F. Stone of St. Johnsbury were named to select the board of managers who present their report, but the names will not be announced until persons selected accept appointments.

35th CONVENTION

Washington County W. C. T. U. Has Annual Meeting—Mrs. Denny President

Montpelier, May 10.—At the 35th annual convention of Washington County W. C. T. U. to-night the following officers were elected: President, Mrs. E. M. Denny of Montpelier; vice-presidents, Mrs. C. B. Richmond of Northfield and Mrs. Jennie McIntosh of Montpelier; treasurer, Mrs. Bertha Kellogg of Plainfield; secretary, Miss Martha Watson of Montpelier; editor, Mrs. Ellen Colby of Montpelier. Mrs. Minnie Eastwick, State president, of Orleans, spoke to-night.

BRISTOL BOY MISSING

William H. Hiler, Son of Mr. and Mrs. George Hiler, Was in Machine Gun Battalion

Bristol, May 13.—Mr. and Mrs. George Hiler received a message this afternoon from the adjutant-general's department at Washington informing them that their son, William H. Hiler, was reported missing in action. He was a member of Company B, 102nd Machine Gun Battalion.

WIND CREATES HAVOC

Roofs Ripped Off, Plate Glass Shown In, and Chimneys and Trees Torn Down

Northfield, May 13.—A great deal of damage was done here this afternoon by a terrific wind and rain storm which hit the town about two o'clock. The chief damage was done to the block owned by Dr. William B. Mayo and occupied by the Northfield Trust company, the Daylight Bakery conducted by John J. Sawyer, the meat market of F. B. Hutchins, the Northfield Coal company and the Pearl theatre. The building is of one story, situated at the corner of Main and East streets. Principal damage to the owner of the building was in the roof, the wind tearing the entire roof over the Trust company, the bakery and Hutchins market and damaging it in places over the coal company and the theatre. Much damage was done to the tenants by the water as the building was flooded once the roof was gone. Other damage was to the Odd Fellows' hall, where the roof was also torn off.

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BRITISH BLOCK PORT OF OSTEND

Cruiser *Vindictive* Laden with Concrete Is Sunk at Mouth of Harbor During a Raid

CREW GETS AWAY SAFELY

Berlin Calls Raid a Failure But English Reports Declare Obstruction to U-Boat Base Is Effective

London, May 10.—The German submarine base of Ostend, on the Belgian coast, has been blocked as the result of a raid by British naval forces, the admiralty announced. The obsolete cruiser *Vindictive*, loaded with concrete, has been sunk across the entrance to the harbor.

The announcement follows: "Operations designed to close the ports of Ostend and Zeebrugge were successfully completed last night, when the obsolete cruiser *Vindictive* was sunk between the piers and across the entrance to Ostend harbor."

"Since the attack on Zeebrugge on April 25 the *Vindictive* had been filled with concrete and fitted as a block ship for this purpose."

"Our light forces have returned to their base with the loss of one motor launch, which had been damaged and was sunk by orders of the vice-admiral to prevent it from falling into the hands of the enemy."

"Our casualties were light."

Berlin via London, May 10.—The British attempt to blockade the harbor of Ostend, Belgium, failed, according to an official statement issued to-day. An old cruiser, entirely battered to pieces, lies aground before the harbor outside the navigation channel and the entrance to the harbor is quite free, the statement continues.

The statement continues. The text reads: "At three o'clock Friday morning British naval forces, after a violent bombardment again made a blockading attack on Ostend. Several enemy ships, which under the protection of artificial fog tried to force their way into the harbor, but were driven off by the excellently directed fire of our coastal batteries."

"An old cruiser, entirely battered to pieces, lies aground before the harbor outside the navigation channel. The entrance to the harbor is quite free."

"Only dead men were found on board the stranded cruiser. The bodies of the crew had leaped overboard and were captured, according to information so far received."

"At least two enemy motor boats were shot away and one motor boat was badly damaged. The blockading, however, therefore, has been completely failed. Once again the enemy has sacrificed human lives and vessels in vain."

London, May 10.—The *Vindictive* lies at an angle not effectively blocking the channel at Ostend, but serving a very useful purpose, according to the press association. A partial and very serious blockade has been achieved and under the conditions of tide and silt prevailing the tide structure certainly will tend to increase.

Dover, May 10.—The *Vindictive* came under a fierce fire from the German shore batteries. She was navigated close in to the pier in fine style and sunk by an internal charge. The crew escaped in fast motor boats.

Only the number of officers and men absolutely necessary were on board the ship on account of the danger of her total loss. These, on signal swarmed up from the engine rooms and stoke holds and took their positions at the guns. The *Vindictive* was absolutely silent, as she was to be quickly into the motor boats.

The small boats were under heavy gun fire all the time while they were transferring the crew to waiting destroyers.

The decision to send the *Vindictive* to Ostend was made a few days after her return from the Zeebrugge raid, and the task of filling her with concrete was begun immediately. As in the joint raid at Zeebrugge and Ostend, the exploit was kept a well guarded secret, and an evidence of which is recalled that after the battle saved cruiser returned from Zeebrugge an urgent request was made that she be taken up the Thames to London for public view. The official did not encourage the idea and gradually the agitation died down. All the time the vessel was being made ready for her last voyage.

If Ostend and Zeebrugge are removed as ports from which the German U-boats may be operated, the Germans apparently will be compelled to withdraw their submarines to their home ports in the Channel. It is interesting to note that a week ago it was announced that the greatest mine field known to naval operations had been planted in the North sea to combat the submarine menace. The mine field, which covers an area of 1,200 square miles and that would be completed by May 14. Some months ago, Admiral Jellicoe of the British navy, said that the submarine menace would be met by August 1, and it is possible that he had the blocking of the harbors